

3. 2016SP-043-001
TRINITY LANE MASTERPLAN
Council District 02 (DeCosta Hastings)
Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to SP-MU zoning for properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered), 509, 511, 515 B, and 513 West Trinity Lane, at the northwest corner of Old Matthews Road and West Trinity Lane (21.47 acres), to permit a mixed use development including a maximum of 341 residential units and 25,000 square feet of non-residential uses, requested by Hawkins Partners, Inc., applicant; James Woods and Aerial Investment Properties, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change to permit a mixed-use development.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered), 509, 511, 515 B, and 513 West Trinity Lane, at the northwest corner of Old Matthews Road and West Trinity Lane (21.47 acres), to permit a mixed use development including a maximum of 341 residential units and 25,000 square feet of non-residential uses.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 124 units.*

Proposed Zoning

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

CRITICAL PLANNING GOALS

- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices
- Preserves Sensitive Environmental Features
- Creates Open Space

The proposed development meets several critical planning goals. The surrounding area is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development in areas not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. The proposed mixture of uses creates a destination for the surrounding area. The plan provides for better opportunities to walk or bike to this destination by providing new public sidewalks, internal private sidewalks and a new street connection with sidewalks that links two neighborhoods that were never connected. The plan also provides paths within open space, providing for recreational opportunities. The plan provides several different housing options with a greater intensity than what is permitted under the existing single-family zoning district. Additional housing options are important to serve a wide range of people with different housing needs. Additional units foster walkability and better public transportation. A bus line does not run along West Trinity Lane; however, there is a bus line along Whites Creek Pike, which is approximately 500 feet west of the site. The new destination and additional units would support future transit service along West Trinity Lane. The plan preserves the areas along existing drainage features and incorporates those areas into a larger open space network.

BORDEAUX – WHITES CREEK COMMUNITY PLAN

Conservation (CO) is intended to preserve and enhance environmentally sensitive land in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they area in and whether or not they have already been disturbed.

Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that provide more opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than many existing suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. These are challenges that were not faced when the original suburban neighborhoods were built.

Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that are intense mixed use areas. T3 Suburban Community Center areas fit in with the general character of suburban neighborhoods. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections.

Consistent with Policy?

Yes. The plan calls for a mixture of housing types including flats, attached units, detached units and single-family lots that are arranged in a manner that provides a transition to the single-family lots immediately north of the site. The plan calls for a mixture of non-residential uses along West Trinity Lane where such uses are most appropriate. The plan calls for sidewalks throughout the development which would provide for convenient and safe pedestrian movement. The plan calls for the extension of Toney Road from the west to Old Mathews Road, enhancing the public roadway and pedestrian network. The plan also calls for the areas in Conservation policy area to be left mostly undisturbed and incorporates some of these areas into amenities for the development. The plan provides a transition to the single-family area north of the site by placing single-family lots adjacent to the existing single-family lots.

PLAN DETAILS

The properties are located in at the northwest corner of West Trinity Lane and Old Mathews Road. The site is approximately 21 acres in size and is undeveloped. Constraints on the site include a TVA easement and a stream that bisects the site.

Site Plan

The plan calls for a mixture of uses including multi-family residential, single-family residential, live-work units, non-residential uses, and artisan manufacturing. The non-residential uses include uses permitted by MUL-A. Development in the SP would be limited to a maximum of 25,000 square feet of non-residential uses, a maximum of 341 multi-family residential units, and eleven single-family residential lots. The plan breaks down the maximum number of multi-family unit types as follows:

- Stacked flats: 210
- Townhomes: 115
- Detached Cottages: 16

The plan identifies three distinct areas referred to as blocks. Block one is located at the corner of West Trinity Lane and Old Mathews Road and consists of a mixture of non-residential and multi-family units, including stacked flats, and townhomes. Block two consists of a mixture of multi-family units, including stacked flats, townhomes, and detached cottages. Block three consists of a mixture of multi-family units including townhomes and detached cottages, as well as single-family lots.

All perimeter buildings along public roadways have shallow setbacks. Units along internal private driveways have shallow setbacks and are oriented towards the internal roadways. Some units front onto open space. With the exception of parking located along the private driveways, all other parking is located at the rear of structures.

The plan does not provide elevations, but architectural standards are provided. Standards pertain to main entrances, glazing, porches, foundation heights and materials. Single-family lots are to be consistent with the RS7.5 zoning district.

With the exception of the Toney Road extension, all roadways in the development will be private. On-street parking is provided along some roadways. The plan calls for Toney Road, which currently terminates on the west side of the site, to be extended to Old Mathews Road. Access into the site is shown from West Trinity Lane, Old Mathews Road and Toney Road. The majority of the development will be on the south side of the extension. Ten single-family lots will be located along the north side of the extension. Sidewalks are shown along all street frontages. West Trinity Lane is an arterial and Old Mathews Road is a collector and the plan requires that sidewalks and ROW dedications meet the Major and Collector Street plan. The plan calls for a network of internal sidewalks connecting all sections of the development to the public sidewalks.

The plan calls for passive and active open space. Active areas include areas where units are oriented and a large area that contains walking trails.

ANALYSIS

Staff recommends approval of the SP plan. The plan provides for a mixture of uses including a mixture of housing options consistent with the land use policies. The plan also meets several critical planning goals.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Add note to the plans indicating that there are to be no vertical obstructions within the proposed sidewalk. All power poles, signs, etc are to be relocated and the sidewalk to be clear from obstructions.
- Submit roadway cross sections for Toney Rd (public), Trinity, Old Matthews, and all private drives within the development.
- Label and dimension the following street side items on the plans: sidewalks (per ST-210), grass strip, and curb and gutter (per ST-200.) Sidewalk and grass strip width are to be per MCSP requirements.

TRAFFIC & PARKING RECOMMENDATION

In accordance with the TIS findings and recommendations, developer shall construct the following roadway improvements.

1. The project access on W. Trinity Lane should be constructed with one NB entering lane and two SB exiting lanes striped as a separate left turn lane and right turn lane with a minimum of 50ft of storage.
2. The southern project access on Old Mathews shall be constructed with one WB entering lane and an EB exiting lane for left and right turns. Provide adequate turning radius for trucks and buses turning movement.

June 23, 2016, Planning Commission Minutes

3. The northern project access on Old Mathews shall be constructed with one WB entering lane and an EB exiting lane for left and right turns.
4. Project access points shall be located to provide adequate sight distance. Developer shall submit sight distance exhibits with final SP.
5. Developer shall widen Old Mathews Road to include standard lane widths and shoulders if required. The road section between W. Trinity and the southern project access shall be widened to a 3 lane cross section with adequate taper. A dedicated SB left turn lane at W. Trinity with a minimum of 75ft of storage and extended to the southern access drive with TWLTL striping shall be constructed.
6. The existing crosswalk on W. Trinity Lane, west of Old Mathews Lane shall be relocated at Old Mathews Road intersection.
7. Developer shall maintain existing bike lanes on W. Trinity lane and refurbish if necessary with proposed project construction.
8. Developer shall work with MTA to provide a new bus shelter within the project site.
9. Developer shall provide loading zones and parking per metro code.

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	21.47	5.8 D	124 U	1268	97	131

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	21.47	-	25,000SF	1108	28	82

Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	21.47	-	341 U	2191	171	206

Traffic changes between maximum: **RS7.5** and **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2,031	+102	+157

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 24 Elementary 19 Middle 19 High
Projected student generation proposed SP-MR district: 88 Elementary 57 Middle 38 High

The proposed SP- MR zoning district would generate 121 additional students than what is typically generated under the existing RS7.5 zoning district. Students would attend Alex Green Elementary, Brick Church Middle School and Whites Creek High School. There is capacity for additional students in all three schools. This information is based upon data from the school board last updated March 2016.

School Site Dedication

Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students.

This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Whites Creek High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the request is consistent with the land use policies and meets several critical planning goals.

CONDITIONS

1. Uses in the SP shall be limited to the uses specified on the SP plan. Residential is limited to a maximum of 341 units, and nonresidential is limited to a maximum of 25,000 square feet.
2. The final site plan shall provide right-of-way as necessary to meet the Major and Collector Street Plan for West Trinity Lane and Old Mathews Road.
3. The final site plan shall include sidewalks and planting strips as required by the Major and Collector Street Plan for West Trinity Lane and Old Mathews Road.
4. The sidewalk along Toney Road shall include at a minimum a five foot wide sidewalk and four foot planting strip.
5. The final site plan shall provide bike parking per Metro Zoning Code.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application with the exception that all single-family lots shall be subject to the RS7.5 zoning district.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. Due to the potential impact of this development on the public school system, the applicant is required by Planning Commission policy to offer for dedication a school site in compliance with the standards of Section 17.16.040 for middle schools with a capacity of 800 students. This land dedication requirement is proportional to the development's student generation potential. Such site shall be in accordance with the site condition and location criteria of the Metropolitan Board of Education and shall be within the Whites Creek High School cluster. The Board of Education may decline such dedication if it finds that a site is not needed or desired. No final site plan for development of any residential uses on the site shall be approved until a school site has been dedicated to the Metro Board of Education or the Board has acted to relieve the applicant of this requirement. However, failure of the Board of Education to act prior to final site plan consideration and approval by the Metropolitan Planning Commission in accordance with its schedule and requirements shall constitute a waiver of this requirement by the Board of Education.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
12. The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.

Approve with conditions and disapprove without all conditions. (7-0-1), Consent Agenda

Resolution No. RS2016-175

“BE IT RESOLVED by The Metropolitan Planning Commission that 2016SP-043-001 is Approved with conditions and disapproved without all conditions. (7-0-1)”

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